

Remarks

Claim 1 - 11 Rejection under USC §103(a) over Roeseler and Van Roekel

Claims 1-11 stand rejected under USC § 103(a) as being unpatentable over Roeseler et. al., 6,317,684 in view of Van Roekel, 6,163,751.

The Roeseler et al. patent discloses a cell phone based navigation system. The Roeseler patent does not allow for consideration automatically by the system of a plurality of different types of user preference data such as selection of the criteria of shortest time, shortest distance, maximizing use of freeways, minimizing use of freeways, maximizing use of toll roads and minimizing use of toll roads. Instead, the Roeseler system provides a selected route based upon real time data and then allows the driver the option of rejecting the suggested route. This system is not as convenient as the system disclosed and claimed by Applicants in the amended claims. Roeseler does not teach all the limitations of Applicants' claimed invention.

The Van Roekel patent discloses a single criteria of user preference that may be specified that is the expected driving time. If the second route is a definable period of time shorter than a first route, the second route would be suggested by the system. Applicants' system allows for time savings and additional user preferences to be automatically considered by the system. Claim 1 has been amended to specifically require that the data processor be provided with a plurality of different types of user preference data that is considered in addition to real time parameters. The filtering of information is based upon a predetermined improvement in efficiency as measured by the plurality of different user preference data parameters. Claim 2 has been amended to specifically state that the user preference data comprises a plurality of the listed criteria. Claim 5 has been amended to specify that the filtering of information to the driver for evaluation and selection between the selected route and the alternate route are based upon a plurality of different types of user preference data. Claim 6 has been specified to state that the information is provided to a driver based upon a predetermined degree of improvement and efficiency in reference to the plurality of user preference data.

The Examiner's reliance on Van Roekel for teaching filtering information to the driver does not teach filtering based upon a plurality of different user preference data parameters as claimed in the amended claims.

The Van Roekel reference calculates a first route without consideration of real time traffic information (Col. 4, line 28). The first route is compared with a second route, calculated with consideration of real time traffic information (Col. 4, lines 38-39). The Van Roekel reference then notifies the driver of alternative routes. Unlike the Van Roekel reference, Applicants' claimed invention calculates a first route using real time traffic information and provides an alternate second route after updating the real time data and inputting the current position by GPS. The system then performs the required calculations based upon user preferences and only displays the alternate route if it provides a predetermined efficiency improvement.

The Van Roekel reference provides a choice to the driver that is limited to time or distance parameters and requests a selection between the two routes provided (Col. 1, lines 50-52). Applicants' claimed invention utilizes additional user-defined filter parameters, i.e. maximizing or minimizing the use of toll roads, maximizing or minimizing the use of freeways, weather data, construction data, or special event data. The more flexible user-defined filter of Applicants' claimed invention provides a preferred route that is presented to the driver while minimizing the number of interruptions to the driver while maximizing the choice of travel parameters consistent with the user's selection.

Applicants' claimed invention reduces interruptions to the driver by automatically selecting the route based on the plurality of different user selected preferences. The Van Roekel reference notifies the driver only when driving time is reduced. Applicants' claimed invention automatically defaults to the route that is consistent with the plurality of user-defined parameters.

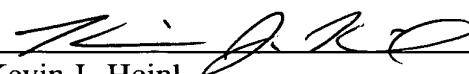
The proposed combination with Van Roekel does not fill the gap in the teaching of Roeseler and does not render the invention as claimed in the amended claims obvious.

Therefore, the combination of Roeseler and Van Roekel does not teach all the limitations of Applicants' claimed invention. The Examiner is invited to telephone Applicants' attorney if it would advance the prosecution of this case. The Examiner is respectfully requested to pass this case to issue.

Respectfully submitted,

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